CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

FINAL INITIAL STUDY/ ENVIRONMENTAL CHECKLIST MST2007-00554

PROJECT: 210 W. Carrillo Street, "Radio Square"

~~January 14~~April 10, 2008

This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the EIR on the effects determined to be potentially significant.

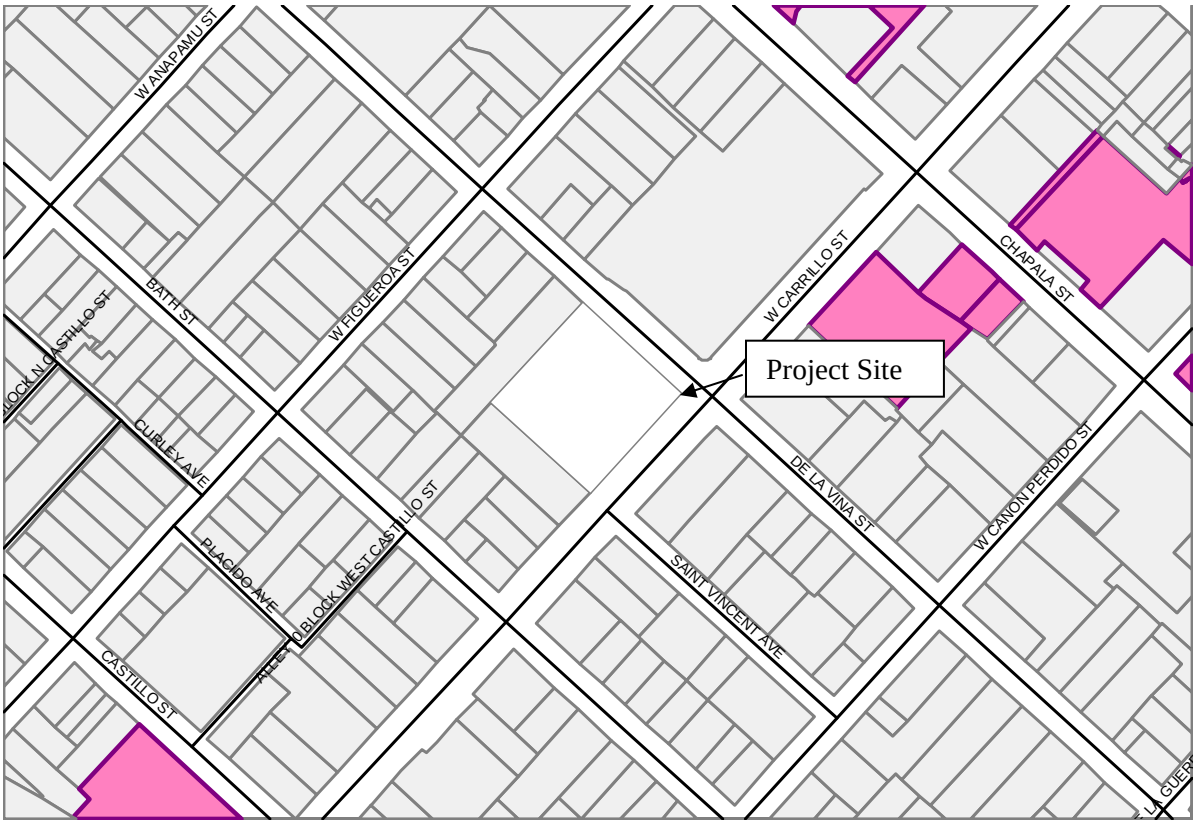
APPLICANT/ PROPERTY OWNER

Applicant: The Conceptual Motion Company

Owner: DBN Carrillo LLC

PROJECT ADDRESS/LOCATION

The project site is 1.17 gross acres (50,783 square feet) in size and is located at 210 W. Carrillo Street. The site is located in the West Downtown neighborhood of the City of Santa Barbara.



PROJECT DESCRIPTION (See *Exhibit A-Project Plans*)

Project Components: A revised project was submitted by the applicant during the public review period and it was subsequently further refined. Changes between the project description described in the Draft Initial Study released for public review and the revised project description are shown in underline, strike-out and bold below.

Because the revised project includes a reduction in the number of residential units and an overall reduction in the mass, bulk and scale of the project when compared to the previous version that was analyzed in the Draft Initial Study, no additional mitigation measures were deemed to be necessary. As a result of the change in the project description, some revisions were required to be made to the Visual Aesthetics and Transportation/Circulation sections of the Initial Study. Also, in response to comments received from the public, the Planning Commission, and the Historic Landmarks Commission, some revisions were required to be made to the Air Quality, Cultural Resources, and Recreation sections of the Initial Study. All revisions made to the document are shown in underline, strike-out and bold.

The project consists of the demolition of the existing Carrillo Plaza/Radio Square commercial site, comprised of 18,547 square feet of various retail and service commercial uses, and the construction of a new two**- and ~~,~~** three**- ~~and four~~**-story mixed-use project with **32~~55~~** residential condominium units and **five~~two~~** commercial condominium units. The commercial component consists of **~~11,604~~12,851** square feet (net) of commercial space. The residential portion consists of **~~twenty one~~five** affordable units and **~~thirty four~~twenty-seven** market rate units. Two levels of subterranean parking are proposed with a total of **122~~149~~** parking spaces. Vehicular access to and from the parking area is proposed with entrance and exit ramps along Carrillo Street and an exit only ramp along De la Vina Street. The previous proposal for this site, MST2005-00772, was withdrawn**.**

Construction: The applicant has divided the project into seven phases:

- Phase 1: demolition, 2 months;
- Phase 2: grading, 3 months;
- Phase 3: parking structure part 1, 7.5 months;
- Phase 4: parking structure, part 2, 1.5 months;
- Phase 5: construct tower crane, one week;
- Phase 6: street level and above construction, 16 months;
- Phase 7: dismantle tower crane, 1 week.

The total estimated time for the entire project is 30.5 months. Project staging would occur onsite.

Required Permits: In order for the project to proceed, the following discretionary approvals are required by the Planning Commission:

1. A Modification of the lot area requirements to allow **~~29~~ 5** bonus density residential units on a lot in the C-2 Zone (SBMC§28.21.080); and
2. A Tentative Subdivision Map for a one-lot subdivision to create **~~fifty five (55)~~thirty-two (32)** residential condominium units and **five ~~two~~** commercial condominium units. (SBMC§27.07 and 27.13).

ENVIRONMENTAL SETTING

Existing Site Characteristics

Topography: Topography of the site is relatively flat, sloping less than 5 % to the southeast.

Seismic/Geologic Conditions: The surface and subsurface soil conditions encountered at the site generally consist of fanglomerate deposits overlain by alluvium. Shallow groundwater was detected at a depth of 17 feet. The City's Master Environmental Assessment (MEA) identifies a minimal potential for liquefaction to occur as a result of earthshaking. The potential for expansive soils is very low. The potential for seismic hazards is low.

Fire: The project site is not located in a high fire zone.

Flooding/Drainage: The project site is not located within a flood plain. Drainage from the site sheet flows to the adjacent streets, south and east of the site.

Biological Resources: The project site is located within an urban area and contains six King Palm trees that are to be relocated onsite and a mature coral tree that will be preserved and protected in its current location.

Archaeological Resources: A Phase I Archaeological Resources Report was prepared and accepted for the site. The report states that the proposed project would not have the potential to result in significant impacts to prehistoric and historic resources with the implementation of the mitigation measures.

Noise: The project site is currently subject to noise levels of up to approximately 70 Ldn dBA. The primary noise source affecting the site is vehicular traffic.

Hazards: The project site contains known soil and groundwater contamination, primarily from historical use of tetrachloroethylene (PCE) associated with the dry cleaning establishment.

PROPERTY CHARACTERISTICS

Assessor's Parcel Number:	039-271-025	**General Plan Designation:**	General Commerce
Existing Land Use:	Commercial	**Parcel Size:**	1.17 acres (gross); 50,783 square feet
Zoning:	C-2, Commercial	**Proposed Land Use:**	Commercial and Residential
Slope: Relatively Flat			
SURROUNDING LAND USES:			
North:	Multi-family Residential		
South:	Commercial		
East:	Commercial		
West:	Commercial		

PLANS AND POLICY DISCUSSION

Land Use and Zoning Designations:

The project site is designated General Commerce by the General Plan Land Use Element. The project is located in the West Downtown neighborhood, which is bounded on the north by Sola Street, on the south and west by Highway 101, and on the east by De la Vina, Ortega and Chapala Streets. The project site is zoned C-2, Commercial.

General Plan Policies:

Various sections of this Initial Study make reference to applicable General Plan policies and ordinance provisions. The staff report to be prepared based upon the conclusions discussed below will provide a further analysis of potential project consistency or inconsistency with the City General Plan elements, including the Land Use Element, Circulation Element, Conservation Element, Noise Element, Seismic Safety-Safety Element and other applicable plans and policies. Additional discussion of policy consistency issues will subsequently be provided in the staff reports to the Planning Commission. Final determinations of project consistency with applicable plans and policies will be made by the decision-makers as part of their action to approve or deny the project proposal.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A Mitigation Monitoring and Reporting Program will be prepared for the subject project in compliance with Public Resources Code §21081.6. Monitoring and reporting requirements are adopted as conditions of project approval.

ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

Significant: Known substantial environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant: Unknown, potentially significant impacts that need further review to determine significance level and whether mitigable.

Potentially Significant, Mitigable: Potentially significant impacts that can be avoided or reduced to less than significant levels with identified mitigation measures agreed-to by the applicant.

Less Than Significant: Impacts that are not substantial or significant.

1. AESTHETICS Could the project:		**NO**	**YES** ***Level of Significance***
a)	Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?		Less than Significant
b)	Have a demonstrable negative aesthetic effect in that it is inconsistent with Architectural Board of Review or Historic Landmarks Guidelines or guidelines/criteria adopted as part of the Local Coastal Program?		Less than Significant
c)	Create light or glare?		Less than Significant

Visual Aesthetics - Discussion

Issues: Issues associated with visual aesthetics include the potential blockage of important public scenic views, project on-site visual aesthetics and compatibility with the surrounding area, and changes in exterior lighting.

Impact Evaluation Guidelines: Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed qualitatively based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. The importance of existing views is assessed qualitatively based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, and whether the views are experienced from public viewpoints. The visual changes associated with the project are then assessed qualitatively to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, and lighting.

Significant visual aesthetics impacts may potentially result from:

- Substantial obstruction or degradation of important public scenic views, including important views from scenic highways; extensive grading and/or removal of substantial amounts of vegetation and trees visible from public areas without adequate landscaping; or substantial loss of important public open space.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

Visual Aesthetics – Existing Conditions and Project Impacts

1.a) Scenic Views

The project site is located in an urban environment in the West Downtown neighborhood of the City of Santa Barbara. The site is currently developed with various retail and service commercial uses as are the majority of properties in the vicinity.

The City's Master Environmental Assessment (MEA) maps do not identify the parcel as being located in an area of visual sensitivity. Carrillo Street is a constrained corridor with existing development built out to the sidewalk on both sides of the street.

The applicant prepared a view study that utilized photographic simulations to demonstrate the proposed project's effect on scenic views of the Santa Ynez Mountains (see Exhibit B-View Study). Santa Ynez Mountain views, which are the only important scenic resource visible from this area along Carrillo Street, would not be affected by the project. Other views of the mountains, across the project site, would not significantly change. The proposed project would not be visible from Highway 101, a scenic highway located east of the site. The area of East Carrillo Street does not have any important public viewing areas (such as parks or public gathering spaces) or designated open space areas where the public would spend considerable time contemplating the view of significant scenic resources.

The visual change resulting from the proposed project would not obstruct any public vantage points, would not be visible from Highway 101 and no designated open spaces would be impacted by the proposed project; therefore, the impacts to scenic views would be less than significant.

1.b) On-Site Aesthetics

The existing development on the site consists of three one-story buildings in a mid-century modern strip center remodeled in the Mediterranean style. The proposed project includes the demolition of all existing buildings and the construction of a new two**- and ,** ~~-~~three ~~**and four**~~ -story mixed-use development with two levels of subterranean parking. The proposed development requires review and approval by the Historic Landmarks Commission (HLC) and must comply with the El Pueblo Viejo District Guidelines. The **previously** proposed project **(MST2005-00772)** was reviewed by the HLC on May 3, 2006 (see Exhibit C-HLC Minutes) and was subject to a concept review by the Planning Commission on May 4, 2006 (see Exhibit D-PC Minutes). Both Commissions expressed great concerns regarding the size, bulk, and scale of the project and the overall amount of development on the site and suggested moving the taller elements away from the street. Both Commissions suggested that the interior plazas be increased in size. The Planning Commission expressed support of the plaza on the corner. The Planning Commission suggested that the paseos be narrow and that the applicant prepare a computer-generated model of the sun and shade in the paseos. Both Commissions appreciated the affordable housing component of the project. The Planning Commission was pleased with underground parking as well as the pedestrian access onsite. In response to the HLC and Planning Commission comments, the fourth floor masses were re-oriented toward the interior of the project, the heights of buildings were varied so that only three-story elements are perceived from the street, the secondary masses on Carrillo Street were reduced from three to two stories, the plate heights were varied, the architecture was simplified and the size of the plazas were increased.

The previous project (MST2005-00772) was withdrawn and a revised project with substantially less commercial square footage was submitted (MST2007-00554). On December 12, 2007, the revised project was reviewed by the HLC. The Commission was unable to find the project consistent with the El Pueblo Viejo District Guidelines or compatible with the neighborhood, stating that there are mostly one-and two-story developments in the vicinity and a Victorian residence to the north. The Commission stated that the mass of the building is too large and that the project would benefit from a reduction in units. The Commission has requested a refinement of the paseos and plazas. The Commission continued to appreciate the underground parking and the plaza on the corner as well as the pedestrian access to the commercial areas on Carrillo Street. The applicant ~~has~~ indicated that they ~~will~~ **would** return to the HLC with refinements to the project design that address the HLC's concerns.

On January 24, 2008, during the environmental hearing on the Draft Initial Study, the Planning Commission expressed concerns regarding the fourth floor and the overall size of the proposed project, although there was also a concern that a reduction in mass would result in a loss of most of the affordable units. At the hearing, the applicant presented an alternate proposal that included only 31 residential units and eliminated the fourth floor (see Exhibit D-PC Minutes). In general, the Commission preferred the reduced project.

The HLC reviewed the proposed project on three subsequent occasions and on March 19, 2008, the project was continued to the Planning Commission with comments that they liked the strength of the design and its simplicity; the building mass along De La Vina Street is acceptable; the project is compatible with the neighborhood; and a modification of the massing of that portion of the project immediately adjacent to the neighborhood to the north should be incorporated into the design. Other comments requested further refinements to the design.

The design of the proposed project is required to receive review and approval by the HLC for consistency with the El Pueblo Viejo District Guidelines. Projects consistent with the El Pueblo Viejo District Guidelines are generally found to not have significant aesthetic impacts. **Based on the generally positive comments from the HLC, the project appears to be consistent with the El Pueblo Viejo District Guidelines.** Therefore, the project's onsite aesthetics impacts would be less than significant.

1.c) Lighting

The project is located in a commercial area with multi-family residences located to the north of the project site. The existing lighting on the site consists of typical commercial lighting needed for parking lots and for security purposes around the buildings. Lighting fixtures will be selected to minimize night sky and neighborhood intrusion per Leadership in Energy and Environmental Design (LEED) guidelines. All proposed residential and commercial exterior lighting would be subject to compliance with the requirements of SBMC Chapter 22.75, the City's Outdoor Lighting and Design Ordinance. The ordinance provides that exterior lighting be shielded and directed to the site such that no undue lighting or glare would affect surrounding residents or roads. Compliance with this ordinance as well as review and approval of the lighting plan by the HLC will ensure that the proposed exterior lighting does not result in a significant impact. As such, project impacts on lighting and glare would be less than significant.

2. AIR QUALITY Could the project:		**NO**	**YES** ***Level of Significance***
a)	Violate any air quality standard or contribute to an existing or projected air quality violation?		Potentially Significant, Mitigable
b)	Expose sensitive receptors to pollutants?		Less than Significant
c)	Create objectionable odors?		Less than Significant
Is the project consistent with the County of Santa Barbara Air Quality Attainment Plan? Yes			

Air Quality - Discussion

Issues. Air quality issues involve pollutant emissions from vehicle exhaust and industrial or other stationary sources that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO_x] and reactive organic compounds [ROC] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM_{10}) include demolition, grading, road dust, agricultural tilling and mineral quarries and vehicle exhaust ($PM_{2.5}$).

The City of Santa Barbara is part of the South Coast Air Basin. The City is subject to the National Ambient Air Quality Standards and the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national standards. The CAAQS apply to six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

Presently, Santa Barbara County is considered in attainment of the federal eight-hour ozone standard, but does not meet the state one-hour ozone standard or the standard for particulate matter less than ten microns in diameter (PM10). Insufficient data is available to determine our attainment status for either the federal standard for particulate matter less than 2.5 microns in diameter (PM2.5) or the state PM2.5 standard. The state recently adopted a new eight-hour ozone standard that became effective in May 2006. Although the state has not yet issued attainment designations, the data indicate Santa Barbara County will be considered in nonattainment of this standard.

Impact Evaluation Guidelines. A project may create a significant air quality impact from the following:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, elderly, or sick people to substantial pollutant exposure.
- Substantial unmitigated nuisance dust during earthwork or construction operations.
- Creation of nuisance odors inconsistent with APCD regulations.

Long-Term (Operational) Impact Guidelines: The City of Santa Barbara uses the SBCAPCD thresholds of significance for evaluating air quality impacts. The APCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROC and NO_x , and 80 pounds per day for $PM_{10;}$
- Emit less than 25 pounds per day of ROC or NO_x from motor vehicle trips only;

- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not exceed the APCD health risks public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts Guidelines***:*** Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM_{10}). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Exhaust from construction equipment also contributes to air pollution. Quantitative thresholds of significance are not currently in place for short-term or construction emissions. However, SBCAPCD uses combined emissions from all construction equipment that exceed 25 tons of any pollutant except carbon monoxide within a 12-month period as a guideline threshold for determining significance of construction emission impacts.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the ozone precursor significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

Air Quality – Existing Conditions and Project Impacts

2.a-b) Air Pollutant Emissions

Long-Term (Operational) Emissions: Long-term project air pollutant emissions primarily stem from motor vehicles associated with a project and/or from stationary sources that may require permits from the Santa Barbara County Air Pollution Control District (SBCAPCD). The proposed project does not contain any stationary sources (gas stations, auto body shops, dry cleaners, oil and gas production and processing facilities, and water treatment facilities) which require permits from APCD. Utilizing the URBEMIS 8.7 computer model, it is estimated that the proposed project would generate 8.06 pounds per day of NOx and 5.47 pounds per day of ROC, well below the established threshold of significance. Therefore, the project's long-term air quality impact would be less than significant.

Short-Term (Construction) Emissions: The project would involve a substantial amount of grading, excavation, transport of soils from the site (consisting of approximately 45,000-50,000 cubic yards of cut and 3,700 cubic yards of fill), paving, and landscaping activities which could cause localized dust related impacts resulting in increases in particulate matter (PM10). Dust-related impacts are considered potentially significant, but mitigable with the application of standard dust control mitigation measures.

Construction equipment would also emit NO_x and ROC. However, in order for NO_x and ROC emissions from construction equipment to be considered a significant environmental impact, combined emissions from all construction equipment would need to exceed 25 tons of any pollutant (except carbon monoxide) within a 12-month period. Utilizing the URBEMIS 2002 ver. 8.7 computer model, it is estimated that the proposed project will generate 0.01 tons per year of NO_x and 1.56 tons per year of ROC, during construction. Recommended mitigation measures requiring the use of ultra low sulphur diesel fuel and diesel particulate filters, as well as bio-diesel to the maximum extent feasible, for all construction equipment would further minimize construction related emissions. Therefore, the project's short term air quality impact would be less than significant.

Sensitive Receptors: Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality problems. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics. Stationary sources are of particular concern to sensitive receptors, as is construction dust and particulate matter. The project would not include stationary sources, but sensitive receptors could be affected by dust and particulates during project site grading. Nuisance dust and particulates would be reduced to a less than significant level through application of dust control mitigation measures. The insignificant amounts of these pollutants would result in an insignificant exposure of sensitive receptors to pollutants. Therefore, the project's impact on sensitive receptors would be less than significant.

2.c) Odors

The proposed project would include both residential and commercial uses. Due to the nature of the proposed land use and limited size of the project, project impacts related to odors would be considered less than significant.

Consistency with the Clean Air Plan:

Because the project complies with the General Plan designation and Zone District land use and density limits for the site, the direct and indirect emissions associated with the project are accounted for in the CAP emissions growth assumptions. Appropriate air quality mitigation measures, including construction dust suppression, would be applied to the project, consistent with CAP and City policies. The project can be found consistent with the Clean Air Plan.

Air Quality – Required Mitigation

AQ-1 Construction Dust Control – Minimize Disturbed Area/Speed. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

AQ-2 Construction Dust Control - Watering. During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

AQ-3 Construction Dust Control – Tarping. Trucks transporting fill material to and from the site shall be covered from the point of origin.

AQ-4 Construction Dust Control – Gravel Pads. Gravel pads shall be installed at all access points to prevent tracking of mud on to public roads.

AQ-5 Construction Dust Control – Stockpiling. If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

AQ-6 Construction Dust Control – Disturbed Area Treatment. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:

A. Seeding and watering until grass cover is grown;

B. Spreading soil binders;

C. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;

D. Other methods approved in advance by the Air Pollution Control District.

AQ-7 **Construction Dust Control – Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-8 **Construction Dust Control – PEC.** The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when construction work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.

Air Quality – Recommended Mitigation

The following shall be adhered to during project grading and construction to reduce NOx and PM2.5 emissions from construction equipment:

AQ-9 **Construction contracts must specify that only h~~H~~eavy**-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized **~~wherever feasible~~.**

AQ-10 The engine size of construction equipment shall be the minimum practical size.

AQ-11 The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

AQ-12 Construction equipment shall be maintained in tune per the manufacturer's specifications.

AQ-13 Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.

AQ-14 Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

AQ-15 Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed**~~, if available.~~.**

AQ-16 Diesel powered equipment shall be replaced by electric equipment whenever feasible.

AQ-17 To the maximum extent feasible, biodiesel shall be used for all construction equipment.

AQ-18 **At all times, i~~I~~**dling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units shall be used whenever possible. **State law requires that drivers of diesel-fueled commercial vehicles weighing more than 10,000 pounds:**

a. shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location,

b. shall not idle a diesel-fueled auxiliary power system (APS) for more than 5 minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if you have a sleeper berth and you are within 100 feet of a restricted area (homes and schools).

AQ-19 Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Air Quality - Residual Impacts

Implementation of the identified mitigation measures would reduce short-term impacts to air quality to a less than significant level.

3. BIOLOGICAL RESOURCES Could the project result in impacts to:		**NO**	**YES** ***Level of Significance***
a)	Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	X	
b)	Locally designated historic, Landmark or specimen trees?		Less than Significant
c)	Natural communities (e.g. oak woodland, coastal habitat, etc.).	X	
d)	Wetland habitat (e.g. marsh, riparian, and vernal pool)?	X	
e)	Wildlife dispersal or migration corridors?	X	

Biological Resources - Discussion

Issues: Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies and their habitat, native specimen trees, and designated landmark or historic trees.

Impact Evaluation Guidelines: Existing native wildlife and vegetation on a project site are qualitatively assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important biological resources exist, project effects to the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination or substantial reduction or disruption of important natural vegetative communities and wildlife habitat or migration corridors, such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to important native specimen trees or designated landmark or historic trees.

Biological Resources – Existing Conditions and Project Impacts

3.a,c,d,e) Protected Species/ Habitats, Natural Habitats, and Dispersal/ Migration Corridors.

As recognized by the City of Santa Barbara Master Environmental Assessment, this portion of the City is almost entirely urbanized, and biological resources are limited. No endangered, threatened or rare species or their habitats currently listed nor candidates for State or Federal protection are present onsite. The project site does not support any contiguous natural communities nor function as an important wildlife movement or dispersal area or contain any wetland habitats. No project impacts to protected species/ habitats, natural habitats, and dispersal/ migration corridors are anticipated.

3.b) Specimen Trees

Mature native and non-native specimen trees provide numerous benefits to the environment, including visual beauty, shade, soil stability, air quality, and localized habitat for urban-adapted wildlife species, such as birds. City policies address the protection and replacement of mature trees.

No locally designated historic or landmark trees exist on the project site; however, the project site includes six King Palm Trees that are proposed to be relocated onsite and one mature coral tree that will be protected and preserved. An

Arborist's Report, prepared by Bill Spiewak, dated March 27, 2006 (see Exhibit E – Arborist's Report) provided an assessment of the coral tree. Although the report states that coral tree is in such a condition that it would not be required to be preserved, recommendations are provided for its preservation in its current location. Project impacts to specimen trees would be less than significant.

Biological Resources – Recommended Mitigation

BIO -1 During construction, carry out measures to protect the coral tree as recommended in the Arborist's Report, prepared by Bill Spiewak, dated March 27, 2006.

4. CULTURAL RESOURCES Could the project:		**NO**	**YES** ***Level of Significance***
a)	Disturb archaeological resources?		Potentially Significant, Mitigable
b)	Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?	X	
c)	Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses in the project area?	X	

Cultural Resources - Discussion

Issues: Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareno Chumash flourished in coastal plains now encompassed by the City. Spanish explorers and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

Impact Evaluation Guidelines: Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

Cultural Resources – Existing Conditions and Project Impacts

4.a) Archaeological Resources

The project site is located within the Spanish/Mexican Period, Hispanic-American Transition Period (1850-1870),

American Period (1870-1900) and Early 20th Century Period (1900-1920) cultural resource sensitivity zones and thus considered to have the potential for archaeological resources to be present. A Phase I Archaeological Resources Report was prepared in 2006 and it was determined that the proposed project would not have the potential to result in significant impacts to prehistoric and historic resources with the implementation of the mitigation measures. Impacts to archaeological and historic resources are considered potentially significant, but mitigable with the implementation of the mitigation measures.

4.b) Historic Resources

The existing structures on the site have been determined by the City's Urban Historian to have no historic significance. Therefore, no impacts to **onsite** historical resources would occur as a result of the proposed project.

On February 6, 2008, the Historic Landmarks Commission (HLC) requested that the applicant submit a focused letter report that addressed the potential impact to the historic resources located to the north of the proposed project. A focused Historic Structures/Sites Letter Report, dated March 25, 2008, was prepared by Preservation Planning Associates (see Exhibit L – Focused Historic Structures/Sites Letter Report) and was accepted by the Commission on April 2, 2008. The report included an analysis of all existing structures located north of the project site along the west side of De la Vina Street and the south side of W. Figueroa Street.

The report concludes that the setting of the neighborhood in general and the Italianate house at 1021 De la Vina Street in particular have already been impacted and compromised by prior commercial and residential intrusions and that the proposed project is setback from the existing residences allowing adequate space between the residences and the proposed project and therefore, the impacts to potential historic resources would be less than significant.

Based on the comments received from the Historic Landmarks Commission on March 19, 2008, mitigation measure CR-2 below was included in the HSR and is recommended in order to further reduce the less than significant project impact on the adjacent historic resources.

4.c) Ethnic/Religious Resources

There is no evidence that the site involves any ethnic or religious use or importance. The project would have no impact on historic, ethnic or religious resources.

Cultural Resources – Required Mitigation

CR-1 After removal of all structures and pavement, construction shall be temporarily suspended and a City-qualified archaeologist shall be retained to inspect the ground of the entire impact area to ensure the likely absence of any prehistoric archaeological resources. If no prehistoric cultural remains are identified on the exposed ground surface during the surface survey, it is reasonable to assume that no buried Native American prehistoric site is located within the project site, as this location has not been subject to substantial natural alluviation that could deeply bury such deposits. Therefore, no further prehistoric archaeological investigations would be necessary.

In the unlikely event that prehistoric cultural remains are identified on the ground surface during the inspection, a City-qualified archaeologist and a City-qualified Native American representative shall be retained to monitor all subsequent construction excavations until a depth is reached below any potential to disturb the remains, pursuant to the City MEA Guidelines for Archaeological Resources and Historic Structures and Sites criteria. The archaeologist shall determine the need for any other actions, including collecting a representative sample of prehistoric remains, consistent with a Phase 3 Data Recovery excavation as defined in City MEA Guidelines for Archaeological Resources and Historic Structures and Sites criteria.

A City-qualified archeologist with experience in historic archaeology shall be retained to monitor construction of the first 3 feet of excavation within the existing parking areas along the mid-section of the project site extending from De la Vina Street south to the project boundary parallel to Bath Street, within the area where outhouses associated with the 4th Ward/Jefferson School are indicated on the Sanborn Fire Insurance Maps from 1886 to

1907. If historic materials are identified, the archaeologist shall determine the need for any other actions, including collecting a representative sample of prehistoric remains, consistent with a Phase 3 excavation as defined in City MEA Guidelines for Archaeological Resources and Historic Structures and Sites criteria.

Cultural Resources – Recommended Mitigation

CR-2 A reduction in the massing of that portion of the project immediately adjacent to the neighborhood to the north should be incorporated into the design, subject to review and approval by the Historic Landmarks Commission.

Residual Impacts:

Implementation of the identified mitigation measures would reduce impacts to prehistoric and historic archaeological and historic resources to a less than significant level.

5. GEOPHYSICAL CONDITIONS Could the project result in or expose people to:		***NO***	***YES*** ***Level of Significance***
a)	Seismicity: fault rupture?		Less than Significant
b)	Seismicity: ground shaking or liquefaction?		Less than Significant
c)	Seismicity: seiche or tsunami?	X	
d)	Landslides or mudslides?	X	
e)	Subsidence of the land?	X	
f)	Expansive soils?		Less than Significant
g)	Excessive grading or permanent changes in the topography?		Less than Significant

Geophysical Conditions - Discussion

Issues: Geophysical impacts involve geologic and soil conditions and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, ground-shaking, liquefaction (a condition in which saturated soil looses shear strength during earthquake shaking); or seismic sea waves; unstable soil or slope conditions, such as landslides, subsidence, expansive or compressible/collapsible soils; or erosion; and extensive grading or topographic changes.

Impact Evaluation Guidelines: Potentially significant geophysical impacts may result from:

- Exposure to or creation of unstable earth conditions due to seismic conditions, such as earthquake faulting, ground shaking, liquefaction, or seismic waves.
- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Extensive grading on slopes exceeding 20%, substantial topographic change, destruction of unique physical features; substantial erosion of soils, overburden, or sedimentation of a water course.

Geophysical Conditions – Existing Conditions and Project Impacts

5.a-c) Seismic Hazards

Fault Rupture: A Preliminary Geologic Hazards Evaluation, dated August 4, 2006, was prepared by Campbell Geo, Inc. (see Exhibit F-Preliminary Geologic Hazards Evaluation). The report states that in the immediate area no confirmed active or potentially active faults have been mapped and the closest confirmed mapped surface trace of a potentially active fault is the southeast-to-northwest trending Mesa fault located approximately 1,800 feet southwest of the project site. Because no known active or potentially active faults are located within or immediately adjacent to the subject site, potential impacts associated with fault rupture from proposed development would be less than significant.

Ground Shaking and Liquefaction: The project site is located in a seismically active area of southern California (Seismic Zone 4). Significant ground shaking as a result of a local or regional earthquake is likely to occur during the life of the project. The City Master Environmental Assessment (MEA) identifies the project site as minimally susceptible to liquefaction in the event of a strong earthquake. A Preliminary Foundation Investigation Report (soil engineering report) prepared by Pacific Materials Laboratory, dated February 15, 2006 (see Exhibit G - Preliminary Foundation Investigation) also states that the potential for liquefaction is considered to be low. Future development would be required to comply with building code requirements that would minimize potential hazards associated with ground shaking. Impacts associated with potential ground shaking and liquefaction are considered to be less than significant.

Seiche or Tsunami: The City Master Environmental Assessment (MEA) identifies the project site as not being located within the tsunami run-up zone and this is confirmed in the Preliminary Geologic Hazards Evaluation referenced above. Seiche refers to seismic waves within an enclosed water body such as a lake, which is not applicable to the project site location. No impacts related to tsunami or seiche are anticipated.

5.d-f) Geologic or Soil Instability

Landslides: The project site topography is flat and therefore no impacts associated with landslide hazards would occur.

Subsidence: Neither the Preliminary Foundation Investigation Report nor the Preliminary Geologic Hazards Evaluation report referenced above identified the soils as having the potential for subsidence; therefore, no impacts associated with subsidence are anticipated.

Expansive Soils: The City Master Environmental Assessment (MEA) identifies the project site as having minimal expansiveness of soil. The Preliminary Foundation Investigation Report referenced above identified the soil as fanglomerate deposits overlain by alluvium and stated that the soils have a very low potential for expansion. Therefore, potential impacts associated with expansive soils would be less than significant.

5.g) Topography; Grading

Grading: The volume of clean soil to be exported is approximately 33,000 to 38,000 cubic yards (CY). It is anticipated that an additional 10,000 to 12,000 CY of soil associated with the soil remediation cleanup, addressed below in the Hazards section, will need to be removed for an estimated total removal of 45,000 to 50,000 CY. The amount of import fill is estimated to be 3,700 CY. The proposed grading would not result in a significant alteration of the natural landform or substantially change the existing topography of the site since the topography is relatively flat and the purpose of the grading is for soil remediation and for construction of the two level subterranean parking garage. Impacts from grading and topographical changes are considered less than significant.

6. HAZARDS Could the project involve:		**NO**	**YES** ***Level of Significance***
a)	A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	X	
b)	The creation of any health hazard or potential health hazards?	X	
c)	Exposure of people to existing sources of potential health hazards?		Potentially Significant, Mitigable
d)	Increased fire hazard in areas with flammable brush, grass, or trees?		Less than Significant

Hazards - Discussion

Issues: Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

Impact Evaluation Guidelines: Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.
- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard

Hazards – Existing Conditions and Project Impacts

6.a,b,c) Public Health and Safety

Hazardous Materials and Safety Risks:

The proposed residential and commercial condominiums are not anticipated to create any new hazards. Hazardous materials usage on the site would likely be limited to the storage and use of relatively small quantities of materials such as paint, oils, cleaners, and landscape maintenance materials. Any usage of hazardous materials would be subject to all applicable State and local requirements for management and disposal of such materials. No impact from the use of hazardous materials is anticipated.

Temporary Exposure to Existing Hazardous Materials:

The project site is subject to a "Clean Up or Abatement Order" from the California Regional Water Quality Control Board (CRWQCB) (see Exhibit H - Clean Up or Abatement Order) because the site contains soil and groundwater contamination, primarily from historical use of tetrachloroethylene (PCE) associated with a dry cleaning establishment. A Corrective Action Plan, as required by the CRWQCB and the Santa Barbara County Fire Department, is being prepared to address the remediation of the contaminated soils and groundwater. The contaminated soils will be excavated and shipped to the appropriate landfill. Groundwater monitoring is currently being implemented on a semiannual basis and includes two offsite wells. The impact of hazards for the proposed project would be potentially significant, but mitigable with the implementation of an approved Corrective Action Plan.

6.d) Fire Hazard

The project site is not located in a City designated high fire hazard area. The project would be subject to Fire Department and City Ordinance requirements for adequate access, structural design and materials. Adherence to the standard requirements of the Uniform Fire Code with respect to building design would ensure that fire hazard impacts for the proposed project would be less than significant.

Hazards – Required Mitigation

H-1 Written evidence of completion of a Corrective Action Plan approved by the California Regional Water Quality Control Board and the Santa Barbara County Fire Department shall be provided prior to issuance of any building permits other than those permits necessary to complete the Corrective Action Plan.

Hazards – Residual Impacts

Implementation of the identified mitigation measures would reduce the impact of hazardous materials to less than significant levels.

7. NOISE Could the project result in:		**NO**	**YES** ***Level of Significance***
a)	Increases in existing noise levels?		Less than Significant
b)	Exposure of people to severe noise levels?		Potentially Significant, Mitigable

Noise - Discussion

Issues: Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) *Noise Contour Map* identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level (L_{dn}) or Community Noise Equivalence Level (CNEL) measurement scales. The L_{dn} averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to L_{dn} but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} values usually agree with one another within 1 dB(A). The Equivalent Noise Level (L_{eq}) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise. L_{eq} values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and

large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

Impact Evaluation Guidelines: A significant noise impact may result from:

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of Noise Element land use compatibility guidelines as follows**:**
    - Residential: Normally acceptable maximum exterior ambient noise level of 60 dB(A); maximum interior noise level of 45 dB(A).
    - Office Buildings/ Commercial-Retail: Normally acceptable maximum exterior ambient noise level of 75 dB(A); maximum interior noise level of 50 dB(A).
- Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

Noise – Existing Conditions and Project Impacts

7.a,b) Increased Noise Level; Exposure to High Noise Levels

Long-Term Operational Noise:

The project site is located in an area subject to average ambient noise levels from roadway sources of 60-70 dBA, as shown on the City's Master Environmental Assessment noise contour maps. A Preliminary Acoustical Study, prepared by RK Engineering Group, Inc., dated October 25, 2006, (see Exhibit I - Preliminary Acoustical Study) was submitted for review.

Exterior Noise Levels - The acoustical study indicates that the maximum allowed noise level of 60 dBA Ldn would be exceeded for the private outdoor living spaces for some of the residential units. The study recommends the installation of noise barriers, with specific height and construction requirements, in order to meet the noise standard.

An HVAC unit located to the west on the roof of the adjacent Sav-On drug store building is a source of noise within the project site. The owner of the Sav-On building has indicated that he will assist in mitigating the HVAC noise since it is an issue with his building as well. Methods to reduce the noise level associated with the HVAC unit include construction barriers at the balconies only, construction barriers around the HVAC only and a combination of both, with the combination being the best of the three methods. A fourth method, to move the HVAC unit to a less exposed area on the roof, is considered the best alternative. The relocation of the HVAC unit would enable the heights of some of the balcony barriers to be significantly reduced. Exterior noise levels are considered potentially significant, but mitigable with the installation of the required noise barriers.

Interior Noise Levels – According to the acoustical study, it is expected that the interior 45 dBA Ldn noise level would be exceeded in some of the residential units if the operable doors and windows were open; therefore, a "windows closed" condition would apply to these units. Interior noise levels are considered potentially significant, but mitigable with the implementation of the "windows closed" requirement for these units.

No impact related to substantial noise generation is anticipated to occur as a result of the operation of the proposed mixed-

use development itself.

Temporary Construction Noise:

Uses around the project site are primarily commercial; however, residences are located on the adjacent property to the north. Noise from grading and construction equipment, truck traffic and vibration would affect surrounding noise-sensitive uses during the approximately 2 ½ year (31 month) construction period. Building demolition and grading operations are anticipated to last 5 months and the construction of the parking structure is anticipated to last 9 months. The remainder of the construction at street level and above is expected to last 16.5 months.

The acoustical study states that short term noise impacts associated with grading and construction activities could result in noise levels ranging between 76 dBA to 100 dBA measured 50 feet from the noise source. Measures have been identified in the acoustical study which would minimize the short-term construction noise impacts on adjacent land uses. These include limiting the hours of construction, shielding the stationary construction equipment with effective noise control devices, notification of construction to sensitive noise receptors, and locating stockpiling and vehicle staging areas as far as practical from sensitive noise receptors. Temporary construction noise impacts are considered potentially significant, but mitigable.

Noise – Required Mitigation

N-1: **Sound Barriers.** As part of the building plan submittal, noise barriers shall be installed at the balcony boundaries of those residential units which would not otherwise comply with the maximum allowed noise level of 60 dBA Ldn for private outdoor living spaces. The noise barriers shall comply with the specific height and construction requirements stated in the acoustical study.

N-2: **Interior Noise Reduction:** As identified in the Preliminary Acoustical Study, certain residential units shall require a "windows closed" condition in order to meet the maximum interior 45 dBA Ldn noise level standard. As a result, these units shall provide mechanical vents.

N-3: **Final Acoustical Study.** A Final Acoustical Study shall be submitted for review and approval as part of the building plan submittal and shall include verification that the construction noise levels are reduced to the most reasonable extent possible, that interior noise levels are reduced to 45dBA Ldn or less and that exterior noise levels for the required private outdoor living spaces is reduced to 60dBA Ldn or less.

N-4: **Construction Notice.** At least 30 days prior to commencement of construction, the contractor shall provide written notice to all property owners and building occupants within 300 feet of the project area that proposed construction activities could substantially affect outdoor or indoor living areas. The notice shall contain a description of the proposed project, a construction schedule including days and hours of construction, a description of noise reduction measures and the name and phone number of the Project Environmental Coordinator (PEC) who can answer questions and provide additional information or address problems that may arise associated with construction noise. A 24-hour construction hot line shall be provided. Any noise complaints received shall be documented and, as appropriate, construction activities shall be modified to the extent feasible to address such complaints. Informational signs with the PEC's name and telephone number shall also be posted at the site and shall be easily viewed from adjacent public areas.

N-5: **Construction Hours.** Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the City as legal holidays: New Year's Day (January 1st); Martin Luther King Jr.'s Birthday (3rd Monday in January); President's Day (3rd Monday in February); Memorial Day (Last Monday in May); Independence Day (July 4th); Labor Day (1st Monday in September); Thanksgiving Day (4th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25th). *When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday.

Occasional night work may be approved for the hours between 5 p.m. and 8 a.m. weekdays by the Chief of Building and Zoning (per Section 9.13.015 of the Municipal Code). In the event of such night work approval, the applicant shall provide written notice to all property owners and occupants within 300 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to commencement of night work. Night work shall not be permitted on weekends or holidays.

N-6: **Construction Equipment Sound Barrier.** Stationary construction equipment that generates noise that exceeds 50 dBA at the property boundaries shall be shielded with a barrier that meets a sound transmission class (STC) rating of 25.

N-7: **Construction Equipment Sound Control.** All construction equipment powered by internal combustion engines shall be properly muffled and maintained. No internal combustion engine shall be operated on the site without said muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. Unnecessary idling of internal combustion engines shall be prohibited. Stockpiling and vehicle staging areas shall be located as far as practical from sensitive noise receptors.

N-8: **Construction Noise Barrier.** Air compressors and generators used for construction shall be surrounded by temporary acoustical shelters. Whenever feasible, electrical power shall be used to run air compressors and similar power tools.

Noise – Residual Impact

Implementation of the identified mitigation measures would reduce operational interior and exterior noise impacts and temporary construction noise levels to less than significant levels.

8. POPULATION AND HOUSING Could the project:		**NO**	**YES** **Level of Significance**
a)	Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?		Less than Significant
b)	Displace existing housing, especially affordable housing?	X	

Population and Housing - Discussion

Impact Evaluation Guidelines: Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

Population and Housing – Existing Conditions and Project Impacts

8.a) Growth-Inducing Impacts

The project site is located in an existing developed urban area already served by urban infrastructure. No extensions of infrastructure or urban services would be necessary to serve the project site. The proposed residential units are intended to meet existing demand for ownership housing units within the community and would not induce growth. Growth inducing impacts as a result of the project would be less than significant.

8.b) Housing Displacement

The project would not involve any housing displacement; rather it would provide 55 housing units, including 21 affordable units, for the City. No impact associated with housing displacement would result from the project.

9. PUBLIC SERVICES		**NO**	**YES**
	Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:		***Level of Significance***
a)	Fire protection?		Less than Significant
b)	Police protection?		Less than Significant
c)	Schools?		Less than Significant
d)	Maintenance of public facilities, including roads?		Less than Significant
e)	Other governmental services?		Less than Significant
f)	Electrical power or natural gas?		Less than Significant
g)	Water treatment or distribution facilities?		Less than Significant
h)	Sewer or septic tanks?		Less than Significant
i)	Water distribution/demand?		Less than Significant
j)	Solid waste disposal?		Potentially Significant, Mitigable

Public Services - Discussion

Issues: This section evaluates project effects on fire and police protection services, schools, road maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

Impact Evaluation Guidelines: The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, road maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

Public Services – Existing Conditions and Project Impacts

9.a,b,d-g. Facilities and Services

The project site is located in an urban area where all public services are available. In 2005, the City prepared a General Plan Update: 2030 Conditions, Trends, and Issues (CTI) Report (September 2005) that examined existing conditions associated with fire protection, police protection, library services, public facilities, governmental facilities, electrical power, and natural gas. The CTI Report specifically analyzed whether there were deficiencies existing or anticipated for each of the public services. The CTI report determined that police and fire protection services, and library services are being provided at acceptable levels to the City. In addition, the CTI Report determined that electricity, natural gas, telephone, and cable telecommunication services are being provided at acceptable service levels and utility companies did

not identify any deficiencies in providing service in the future. Finally, the CTI Report determined that demand for City buildings and facilities will continue to be impacted by growth, although no appropriate/acceptable levels of service have been established.

The project site is located in an urban area and involves the demolition of existing buildings and construction of new buildings in its place. Because the existing buildings already utilize existing public services, the project would be served with connections to existing public services for gas, electricity, cable, and telephone traversing the site, as well as access to existing roads. The project is not anticipated to create a substantially different demand on fire or police protection services, library services, or City buildings and facilities than that anticipated in the CTI Report. Therefore, impacts to fire protection, police protection, library services, City buildings and facilities, electrical power, natural gas, telephone, and cable telecommunication services are anticipated to be less than significant.

9.c) Schools

The project site is served by the Santa Barbara Elementary and High School Districts for elementary and high school. The project would provide an increase of 55 residential units, which could generate additional students.

The project may also result in a minor increase in area employees. It would be expected that some of the added employees would already reside in the area. Some portion of new employees may in-migrate. The commercial portion of the proposed project may generate new elementary and secondary students to the extent that new employment created by the project results in new residents to the area. Unlike the residential portion of this project that falls into a defined school attendance area, students generated by the commercial portion of the proposed project could live and attend a school in any area of the South Coast. Some students generated by the commercial portion of this project could also live outside the boundaries of the Santa Barbara School Districts or attend private schools.

None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. School impact fees would be applied to the project in accordance with State law. Project impacts to schools would be less than significant.

9.h,i) Water and Sewer

Water

The City of Santa Barbara's water supply comes from the following sources, with the actual share of each determined by availability and level of customer demand: Cachuma Reservoir and Tecolote Tunnel, Gibraltar Reservoir and Mission Tunnel, 300 Acre Feet per Year (AFY) of contractual transfer from Montecito Water district, groundwater, State Water Project entitlement, desalination, and recycled water. Conservation and efficiency improvements are projected to contribute to the supply by displacing demand that would otherwise have to be supplied by additional sources. In 1994, based on the comprehensive review of the City's water supply in the Long Term Water Supply Alternatives Analysis (LTWSAA), the City Council approved the Long Term Water Supply Program (LTWSP). The LTWSP outlines a strategy to use the above sources to meet the City's projected demand of 17,900 AFY (including 1,500 AFY of demand projected to be met with conservation) plus a 10 percent safety margin for a total of 19,700 AFY. Therefore, the target for the amount of water the system will actually have to supply, including the safety margin, is 18,200 AFY. The 2003 Water Supply Management Report documents an actual system demand of 13,460 AFY and a theoretical commitment of 16,170 AFY. Of the total system production, 95% was potable water and 5% was reclaimed water.

In 2005, the City prepared a General Plan Update: 2030 Condition, Trends, and Issues (CTI) Report that examined existing conditions associated with water supply, treatment, and distribution system, and specifically analyzed and determined that there were no existing or anticipated deficiencies for the next 20-year planning period based on a growth rate of 0.7% per year.

The proposed project receives water service from the City of Santa Barbara. The proposed project is within the anticipated growth rate for the City and therefore, the City's long-term water supply and existing water treatment and distribution facilities would adequately serve the proposed project.

The proposed project's net water demand is estimated at 12.1 AFY (proposed project demand minus existing demand). This increase in water use would result in a less than significant impact to the City's water supply.

The potential increase in demand from the proposed project would constitute a less than significant impact to the City water supply, treatment, and distribution facilities.

Sewer

The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day (MGD), with current average daily flow 8.5 MGD. The Treatment Plant is designed to treat the wastewater from a population of 104,000. The proposed project's estimated net new sewer demand is 9,374 gallons per day or 10.5 AFY. Increased sewage treatment associated by the project can be accommodated by the existing City sewer system and sewage treatment plant, and would represent a less than significant impact.

9.j) Solid Waste Generation/ Disposal

Most of the waste generated in the City is transported on a daily basis to seven landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity. The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase (approximately 4000 tons per year) in solid waste generation over the 15-year period.

The County's threshold for project specific impacts to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4000 tons/year]). Source reduction, recycling, and composting can reduce a project's waste stream by as much as 50%. If a proposed project generates 196 or more tons per year (TPY) after reduction and recycling efforts, impacts would be considered significant and unavoidable.

Proposed projects with a project specific impact as identified above (196 tons/year or more) would also be considered cumulatively significant, as the project specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 tons/year], which equates to 40 TPY, is considered an adverse cumulative impact.

Long-Term (Operational). The project use is estimated to generate 138.46 additional tons per year of solid waste as follows:

Attached Residential: 2.65 people/unit x 55 units x 0.95 tons/year = 138.46 tons/year

There would be no net increase associated with the commercial portion of the project. With application of source reduction, reuse, and recycling, landfill disposal of solid waste could be reduced to 69.23 tons per year. The project specific impact is considered less than significant because the 196 TPY threshold is not exceeded; however, an adverse cumulative impact would result because waste generation would exceed 40 tons per year.

Short-Term (Demolition and Construction). Project demolition and excavation will require export of non-structural fill. Construction-related waste generation would be short-term and less than significant. Application of recommended standard mitigations to reduce, re-use, and recycle construction waste to the extent feasible would minimize this effect.

Public Services – Required Mitigation

PS-1 **Commercial Dumpsters.** Commercial dumpsters shall be provided, including an equal area for recycling containers. Dumpsters shall not be placed within five feet (5') of combustible walls, openings or combustible roof eaves lines unless sprinkler coverage is provided.

PS-2 **Trash Enclosure Provision.** A trash enclosure with adequate area for recycling containers shall be provided on each Property and screened from view from surrounding properties and the street. Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers.

Public Services – Recommended Mitigation

PS-3 Demolition/Construction Materials Recycling. Recycling and/or reuse of demolition/construction materials shall be carried out to the extent feasible, and containers shall be provided on site for that purpose, in order to minimize construction-generated waste conveyed to the landfill. Indicate on the plans the location of a container of sufficient size to handle the materials, subject to review and approval by the City Solid Waste Specialist, for collection of demolition/construction materials. A minimum of 90% of demolition and construction materials shall be recycled or reused. Evidence shall be submitted at each inspection to show that recycling and/or reuse goals are being met.

Public Services – Residual Impacts

Implementation of the identified mitigation measures would reduce cumulative solid waste impacts to less than significant levels. Short-term construction impacts would be less than significant and further reduced by the recommended mitigation measure.

10. RECREATION Could the project:		**NO**	**YES** ***Level of Significance***
a)	Increase the demand for neighborhood or regional parks or other recreational facilities?		Less than Significant
b)	Affect existing parks or other public recreational facilities?	X	

Recreation - Discussion

Issues: Recreational issues are associated with increased demand for recreational facilities, or loss or impacts to existing recreational facilities.

Impact Evaluation Guidelines: Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public park and recreation facilities.
- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

Recreation – Existing Conditions and Project Impacts

10.a) Recreational Demand

Currently within the City there are more than 1,800 acres of natural open space, park land and other recreational facilities. In addition, there are 28 tennis courts, two public outdoor swimming pools, beach volleyball courts, sport fields, lawn bowling greens, a golf course, 13 community buildings and a major skateboard facility. The City also offers a wide variety of recreational programs for people of all ages and abilities in sports, various classes, tennis, aquatics and cultural arts.

In 2005, the City prepared a General Plan Update: 2030 Conditions, Trends, and Issues (CTI) Report (September 2005) that examined existing conditions associated with recreation and parks. Population characteristics including income, age, population growth, education and ethnicity affect recreation interests and participation levels.

The National Recreation and Park Association (NRPA) has established park service area standards for various types of parks. The NRPA standards have not been adopted by the City; however, the standards do provide a useful tool for assessing park space needs. The CTI Report determined that, based on NRPA standards, there is an uneven distribution of

parkland in the City, such that some areas of the City may currently be underserved with neighborhood and community parks, but overall the City has adequate passive, community, beach, regional, open space, and sports facility parks.

The development of the proposed project with new residences would create an increase in the demand for park and recreational opportunities in the general area. As indicated above, the City of Santa Barbara has ample parkland, albeit unevenly distributed throughout the City and adequate recreation facilities. The proposed project would introduce additional residents into the West Downtown neighborhood where existing nearby parks and recreation areas (those intended to serve nearby residents) include Spencer Adams Park, Louise Lowry Davis Center, **Alameda Park , Alice Keck Park Memorial Gardens** and the Westside Community Center. **Although the West Downtown neighborhood may appear to be underserved by parks, t**~~T~~he~~se~~ **identified park** areas are within the NRPA ¼ to ½-mile radius standard of the proposed project site and residents of the proposed project would have access to these sites. Residents would also have access to other community, beach, regional, open space, and sports facility parks, and all City recreation programs.

Therefore, the increase in park and recreational demands associated with the residences would result in a less than significant impact.

10.b) Existing Recreational Facilities

As described above, the proposed project is nearby, but not immediately adjacent to Spencer Adams Park, Louise Lowry Davis Center, and the Westside Community Center. The proposed residential and commercial uses by their nature and location would not interfere or cause a substantial loss of use by means of obnoxious or offensive emission of odors, dust, gas, fumes, smoke, liquids, wastes, noise, vibrations, disturbances, or other similar causes with existing parks or recreational facilities. Therefore, the project would have no impact on existing recreational facilities.

11. TRANSPORTATION/CIRCULATION Could the project result in:		**NO**	**YES** ***Level of Significance***
a)	Increased vehicle trips?		Less than Significant
b)	Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?		Less than Significant
c)	Inadequate emergency access or access to nearby uses?		Less than Significant
d)	Insufficient parking capacity on-site or off-site?		Less than Significant
e)	Hazards or barriers for pedestrians or bicyclists?		Less than Significant

Transportation - Discussion

Issues: Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

Impact Evaluation Guidelines: A proposed project may have a significant impact on traffic/ circulation/ parking if it would:

Vehicle Traffic

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in transit system.

- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian and/or bicycle circulation.
- Result in inadequate emergency access on-site or to nearby uses.

Parking

- Result in insufficient parking capacity for the projected amount of automobiles and bicycles.

Traffic Thresholds of Significance: The City uses Levels of Service (LOS) "A" through "F" to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered "impacted" if the volume to capacity ratio is .77 V/C or greater.

Project-Specific Significant Impact: A project-specific significant impact results when:

(a) Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or

(b) The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project peak-hour traffic.

For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

(a) Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or

(b) Project would contribute traffic to an intersection already exceeding 0.77 V/C.

Transportation – Existing Conditions and Project Impacts

11.a) Traffic

Long-Term Traffic

A **revised** Traffic Analysis was prepared by Penfield & Smith, dated ~~**October 29, 2007**~~**March 18, 2008** (see Exhibit J - Traffic Analysis). **(Please note that the original Traffic Analysis has been replaced with the revised Traffic Analysis as Exhibit J.)** The study states that the proposed project would generate approximately ~~**1,439**~~**1,781** average daily trips (ADT) and 60 a.m. and **121**~~**99**~~ p.m. peak-hour trips (PHT). This is a reduction of ~~**725**~~ **383** ADT, no change in a.m. PHT and a decrease of **23**~~**45**~~ p.m. PHT over the existing trips. Therefore, the traffic impact would be less than significant.

Short-Term Construction Traffic

The project would generate construction-related traffic that would occur over the 31 month construction period. Demolition, soil remediation and site grading (approximately 45,000-50,000 cubic yards of cut and 3,700 cubic yards of fill) are estimated to take approximately five months and building construction is estimated to take approximately twenty-six months. Temporary construction traffic is generally considered an adverse but not significant impact, that is reduced

further with implementation of standard mitigation measures.

11.b,e) Circulation and Traffic Safety

Vehicular access to the project site is proposed via an inbound-outbound driveway on Carrillo Street which would align approximately opposite Saint Vincent Avenue, and an outbound only driveway on De la Vina Street, a one-way street. The revised median configuration on Carrillo Street would allow left-turns into the project driveway from Carrillo Street, but would restrict outbound movements to right-turns only. The Traffic and Circulation Study states that, if the left-turn access were not provided into the site from Carrillo Street, traffic would be required to use a more circuitous route through the surrounding residential neighborhood. The proposed median would also restrict the Saint Vincent Avenue approach at Carrillo Street to right-turns in and right-turns out. The study states that this change would not have measurable affect on the streets and intersections in the study area because traffic on Saint Vincent Avenue is minimal.

The study further states that, given the location of the project driveway and the volumes on Carrillo Street, it would be necessary to store vehicles entering the garage without blocking traffic on Carrillo Street. It was determined that the ability to queue six vehicles would be sufficient for the number of anticipated arrivals and that the proposed parking ramp would have sufficient space for six vehicles to queue provided that a state of the art ticket dispenser or manned kiosk is used. Also, the project could incorporate a "Lot Full" sign at the entrance to the garage so that queues do not develop due to the garage being full.

A Carrillo Street – Project Driveway Left-Turn Queuing Analysis was prepared by Associated Transportation Engineers dated October 27, 2006 (see Exhibit K - Left-Turn Queuing Analysis) to address the proposed left turn lane on Carrillo Street at the project driveway. The proposed plan shows that the left turn lane would provide 110 feet of storage, which would accommodate a queue of five vehicles. The Queuing Analysis report concludes that the storage length would be sufficient for the forecasted volumes and queue lengths for the proposed project.

Pedestrian access to the site is provided from both Carrillo and De la Vina Streets and is separated from the vehicular access.

No circulation or traffic safety impacts of the project have been identified.

11.c Emergency Access

The Fire Department has reviewed the site plan for the proposed project and indicates that emergency vehicle maneuvering areas are adequate and access/distance from fire-fighting equipment to the proposed structures meets standards. The emergency access has been approved with the understanding that the median located on the western most portion of Carrillo Street will be fully removed and that the median to prevent left hand turns from taking place onto Carrillo Street will be the only new median for the project in order to maintain adequate emergency vehicular access from Fire Station #1 to the west. Emergency access impacts of the project would be less than significant.

11.d. Parking

The proposed project requires **122~~148~~** parking spaces (**57~~102~~** spaces for the residential component and **65~~46~~** spaces for the commercial component) and **122~~149~~** parking spaces are proposed. Because the parking requirements in the Zoning Ordinance have a higher standard than the ITE parking demand rates, Transportation Staff has determined that the parking demand for the project would be met with the provision of **122~~149~~** proposed parking spaces. Therefore, the parking impact would be less than significant.

Transportation – Mitigation

T-1 **Construction Traffic.** The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer. Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) to help reduce truck traffic and noise on adjacent streets and roadways. The route of construction-related traffic shall be established to minimize trips through residential neighborhoods and minimize congestion.

T-2 Construction Parking/Storage/Staging. Construction parking and storage shall be provided as follows:

a. During construction, free parking spaces for construction workers and construction shall be provided on-site or off-site in a location subject to the approval of the Public Works Director. Construction workers are prohibited from parking within the public right-of-way, except as outlined in subparagraph b. below.

b. Parking in the public right of way is permitted as posted by Municipal Code, as reasonably allowed for in the 2006 Greenbook (or latest reference), and with a Public Works permit in restricted parking zones. No more than three (3) individual parking permits without extensions may be issued for the life of the project.

c. Storage or staging of construction materials and equipment within the public right-of-way shall not be permitted, unless approved by the Transportation Manager.

12. WATER ENVIRONMENT Could the project result in:		**NO**	**YES** ***Level of Significance***
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?		Less than Significant
b)	Exposure of people or property to water related hazards such as flooding?	X	
c)	Discharge into surface waters?		Potentially Significant, Mitigable
d)	Change in the quantity, quality, direction or rate of flow of ground waters?		Potentially Significant, Mitigable
e)	Increased storm water drainage?		Less than Significant

Water – Discussion

Issues: Water resources issues include changes in offsite drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality.

Impact Evaluation Guidelines: A significant impact would result from:

Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.

Flooding

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard

Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

Water Resources – Existing Conditions and Project Impacts

12.a,c,e) Drainage and Surface Runoff Rate and Quality

Drainage: Drainage from the site currently sheet flows to the adjacent streets, south and east of the site. Hydrology calculations prepared by MNS Engineers, Inc. and included on the project plans submitted on September 25, 2006, indicate that the amount of drainage flowing from proposed development would be lower than the pre-project conditions. With no net increase in runoff, impacts would be less than significant.

Surface Water Quality: Project demolition and grading activities create the potential for erosion and sedimentation affecting water quality. Surface water quality impacts are therefore considered potentially significant, but mitigable through implementation of erosion control measures. Numerous federal, state and local regulatory programs have been established to minimize impacts to water quality resulting from construction operations. Compliance with applicable regulations and the mitigation requirements provided below will reduce the potential for the proposed project to result in short-term construction-related water quality impact to a less than significant level.

Runoff of pollutants from parking areas or commercial operations could also degrade water quality. Compliance with standard City requirements would reduce the project's potentially significant long-term water quality impacts to a less than significant level. These requirements include the preparation of an operation and maintenance plan for the use of storm drain surface water pollutant interceptors, stenciling of storm drain warnings of the direct connection of the drainage system to creeks and the ocean, and implementation of water quality protection best management practices (BMPs).

12.b) Flooding

The project site is not within a Flood Hazard Area as shown on the Federal Insurance Rate Map published by FEMA. No impacts are anticipated related to flooding.

12.d) Groundwater

A Preliminary Foundation Investigation Report (soil engineering report) prepared by Pacific Materials Laboratory, dated February 15, 2006 states that groundwater was encountered in the exploratory borings performed by Kennedy/Jenks Consultants. As a result, dewatering is anticipated. Water, when encountered in the excavation would be removed using a suitable dewatering system. The report further states that a stockpile of 3- to 6-inch gabion rock material (approximately 10 to 20 cubic yards) should be available when excavating near the property line in case a caving side wall or a boiling subgrade condition develops. In such a case, the rock must be placed on the caving excavation or the boiling subgrade until stabilization results. Groundwater-related impacts are considered potentially significant, but mitigable with the application of groundwater/ dewatering mitigation measures.

Water Resources – Required Mitigation

W-1 **Construction Erosion/Sedimentation Control Plan**. Project grading and construction shall be conducted in accordance with an approved erosion control plan to protect water quality throughout the site preparation, earthwork, and construction process. Prior to the issuance of a demolition or building permit for the proposed project, the applicant or project developer shall prepare an erosion control plan that is consistent with the requirements outlined in the *Procedures for the Control of Runoff into Storm Drains and Watercourses* and the Building and Safety Division *Erosion/Sedimentation Control Policy* (2003). The erosion control/water quality protection plan shall specify how the required water quality protection procedures are to be designed, implemented and maintained over the duration of the development project. A copy of the plan shall be submitted to the Community Development and Public Works Departments for review and approval, and a copy of the approved plan shall be kept at the project site.

At a minimum, the erosion control/water quality protection plan prepared for the proposed project shall address the implementation, installation and/or maintenance of each of the following water resource protection strategies: Paving and Grinding, Sandbag Barriers, Spill Prevention/Control, Solid Waste Management, Storm Drain Inlet Protection, Stabilize Site Entrances and Exits, Illicit Connections and Illegal Discharges, Water Conservation, Stockpile Management, Liquid Wastes, Street Sweeping and Vacuuming, Concrete Waste Management,

Sanitary/Septic Waste Management, Vehicle and Equipment Maintenance, Vehicle and Equipment Cleaning, Vehicle and Equipment Fueling.

W-2 **Minimization of Storm Water Pollutants of Concern.** The applicant shall implement approved plans incorporating long-term storm water best management practices (BMPs) to minimize identified storm water pollutants of concern including automobile oil, grease and metals. The applicant shall submit project plans incorporating long-term BMPs to minimize storm water pollutants of concern to the extent feasible, and obtain approval from Public Works Engineering. The owners association shall maintain approved facilities in working order for the life of the project.

W-3 **Storm Drain System Stenciling and Signage.** Within the project area, the applicant shall implement stenciling of all storm drain inlets and catch basins, and posting of signs at all public access points along channels and creeks, with language in English and Spanish and graphic icons prohibiting dumping, per approved plans. The applicant shall submit project plans to the satisfaction of Public Works Engineering that identify storm drain inlet locations throughout the project area, and specified wording and design treatment for stenciling of storm drain inlets and signage for public access points that prohibit dumping. The owners association shall maintain ongoing legibility of the stenciling and signage for the life of the project.

W-4 **Trash Storage Area Design.** Project trash container areas shall incorporate approved long-term structural storm water best management practices (BMPs) to protect water quality. The applicant shall submit project plans to the satisfaction of Public Works Engineering and Solid Waste that incorporate long-term structural best management practices for trash storage areas to protect storm water quality. The owners shall maintain these structural storm water quality protections in working order for the life of the project.

W-5 **Groundwater/ Dewatering.** Water, when encountered in the excavation, shall be removed using a suitable dewatering system. A stockpile of 3- to 6-inch gabion rock material (approximately 10 to 20 cubic yards) shall be available when excavating near the property line in case a caving side wall or a boiling subgrade condition develops. In such a case, the rock must be placed on the caving excavation or the boiling subgrade until stabilization results.

Water Resources – Residual Impact

Implementation of the identified mitigation measures would reduce potential short- and long-term water quality impacts to a less than significant level.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildfire population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X
c)	Does the project have potential impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation, it has been determined that the proposed project may have a significant effect on the environment. With identified mitigation measures agreed-to by the applicant, potentially significant impacts in all issue areas would be avoided or reduced to less than significant levels.

Case Planner/Initial Study Preparer: Kathleen Kennedy, Associate Planner

Environmental Analyst: _____ Date: _____
Debra Andaloro

EXHIBITS:

A. Project Plans

B. View Study

C. Historic Landmarks Commission Minutes dated 5/3/06, 2/6/08, 3/5/08, 3/19/08, and 4/2/08

D. Planning Commission Minutes dated May 4, 2006 and January 24, 2008

E. Arborist's Report, prepared by Bill Spiewak, dated March 27, 2006

F. Preliminary Geologic Hazards Evaluation, prepared by Campbell Geo, Inc., dated August 4, 2006

G. Preliminary Foundation Investigation, prepared by Pacific Materials Laboratory, dated February 15, 2006

H. Clean Up or Abatement Order, California Regional Water Quality Control Board, dated January 7, 2005

I. Preliminary Acoustical Study, prepared by RK Engineering Group, Inc., dated October 25, 2006

~~**J.Traffic Analysis, prepared by Penfield & Smith, dated October 29, 2007**~~

J. Traffic Analysis, prepared by Penfield & Smith, dated March 18, 2008

K. Left-turn Queuing Analysis, prepared by Associated Transportation Engineers, dated October 27, 2006

L. Focused Historic Structures/Sites Letter Report, prepared by Preservation Planning Associates, dated March 25, 2008

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available for review upon request.

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

General Plan Update 2030: Conditions, Trends and Issues Report

Geology Assessment for the City of Santa Barbara

2004 Housing Element

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Master Environmental Assessment

Phase 1 Archaeological Resources Report, prepared by Stone Archaeological Consulting, dated June 2006 (not available for public viewing)

Santa Barbara Municipal Code

Special District Map

Uniform Building Code as adopted by City